

# East Marginal Way Corridor Improvement Project



Seattle Bike Advisory Board  
Jessica Murphy  
March 1, 2017



**Seattle**  
Department of  
Transportation

The Levy to

**MOVE SEATTLE**



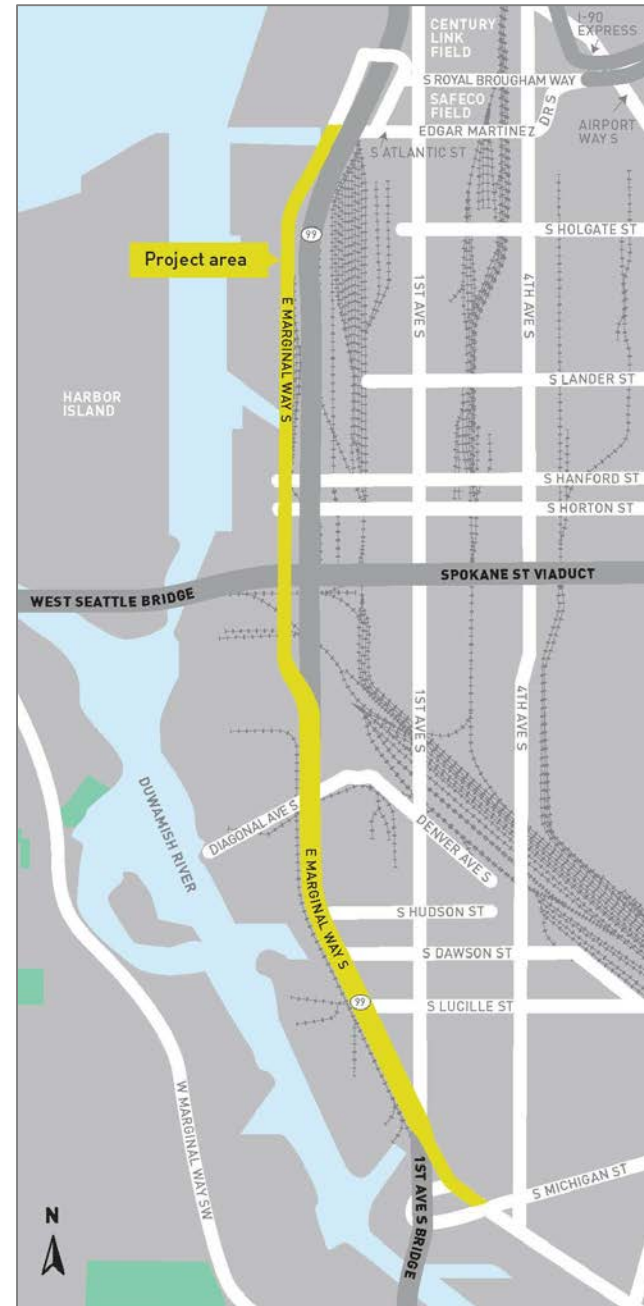
# Presentation overview

- Project overview
- Meeting purpose
- Option review
- Feedback
- Next steps



# Project area and goals

- Improve freight mobility and access
- Promote efficiencies in freight movements
- Enhance separation for people walking and biking

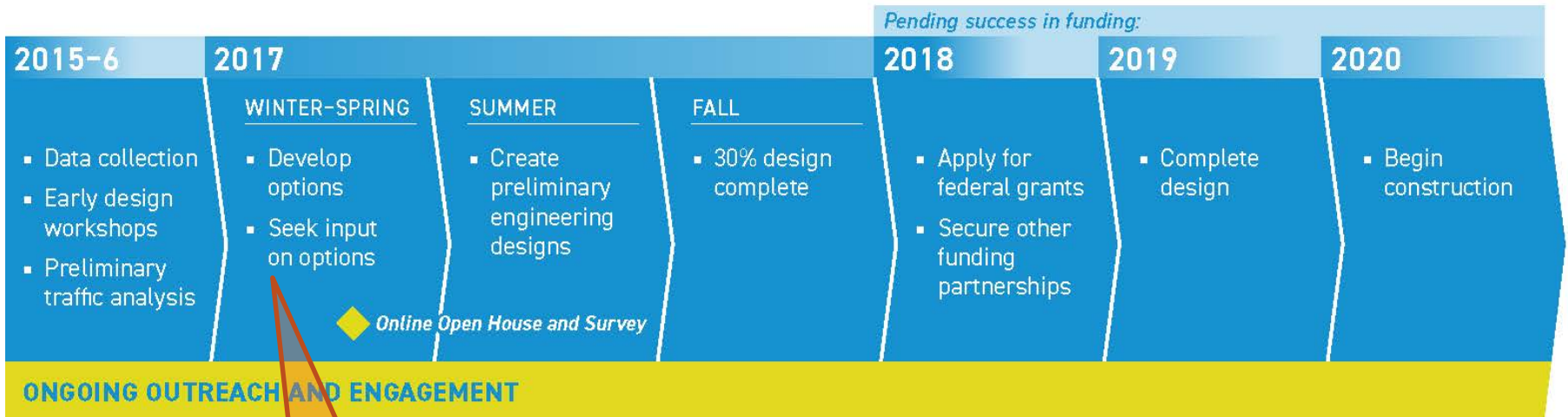


# Why now

- The Levy to Move Seattle
- New federal grant opportunities
  - FASTLANE
- Heavy Haul Network legislation



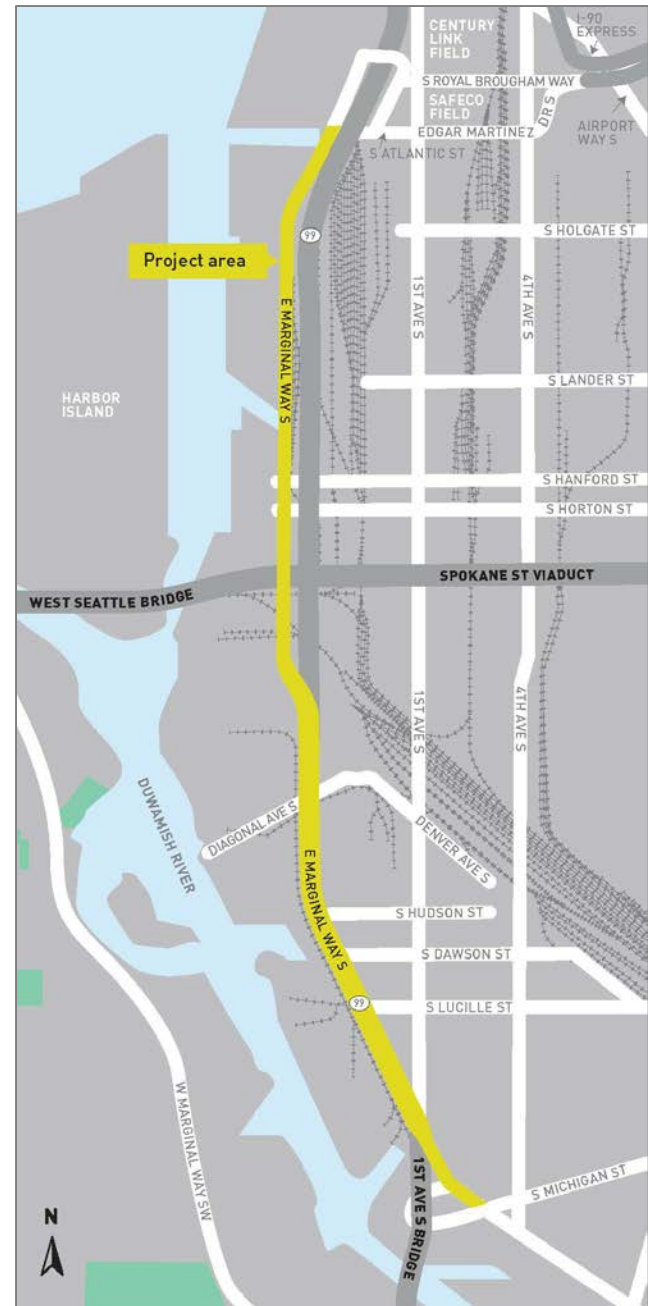
# Timeline



We are here!

# Meeting Purpose

- Seek feedback on bike facility options (north)
  - Enhanced existing
  - 2-way protected bike lane
  - Multi-use path
- Share concept for expanding bike network south of Spokane St

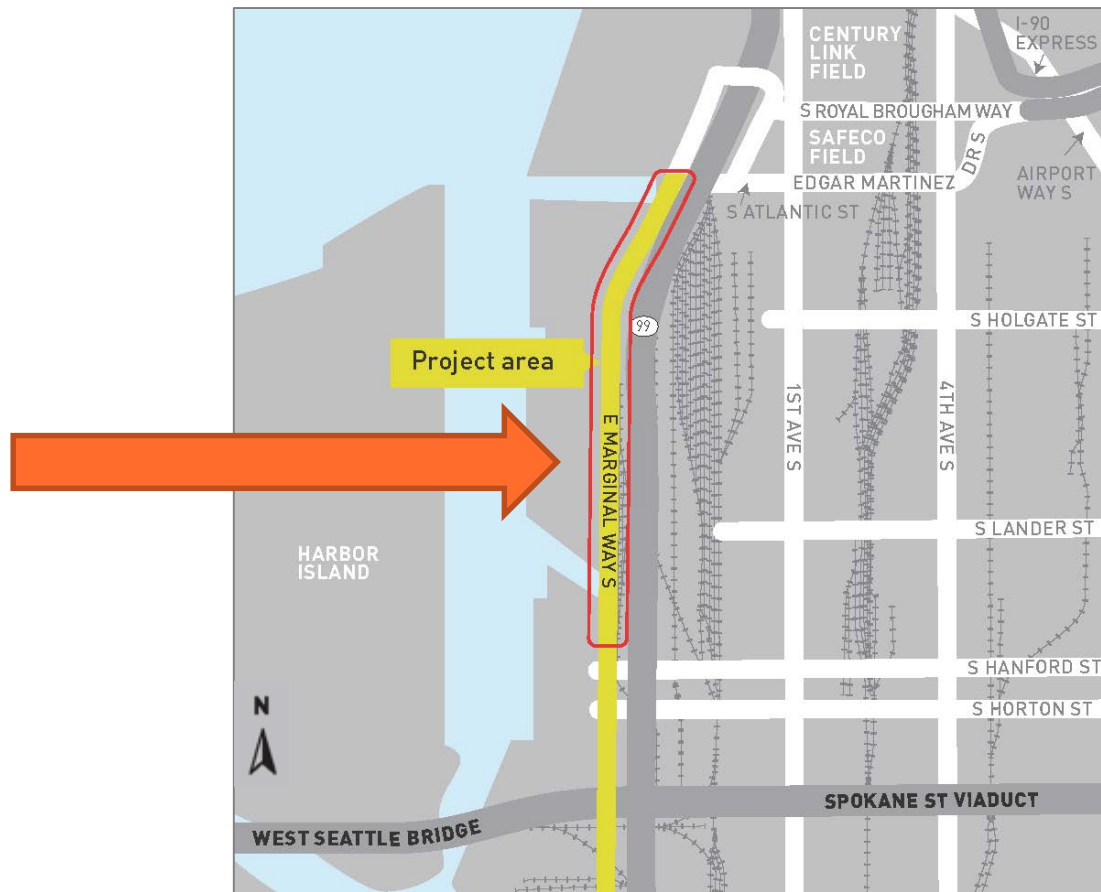


# North Segment



# North Segment

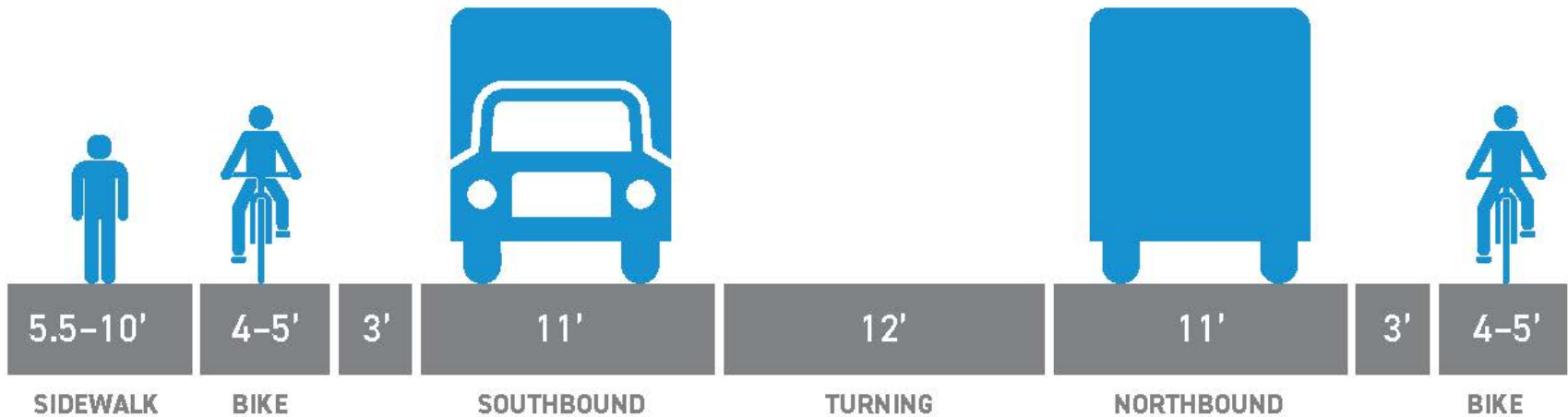
## S Atlantic - S Hanford St





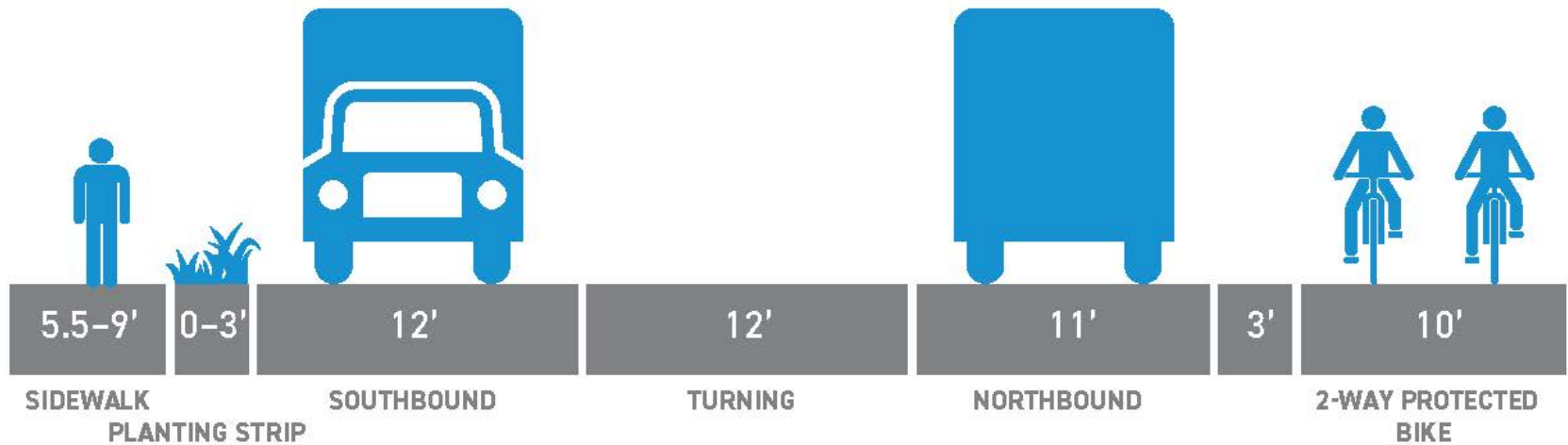
# S Atlantic St - S Hanford St

## Option 1: Enhanced Existing



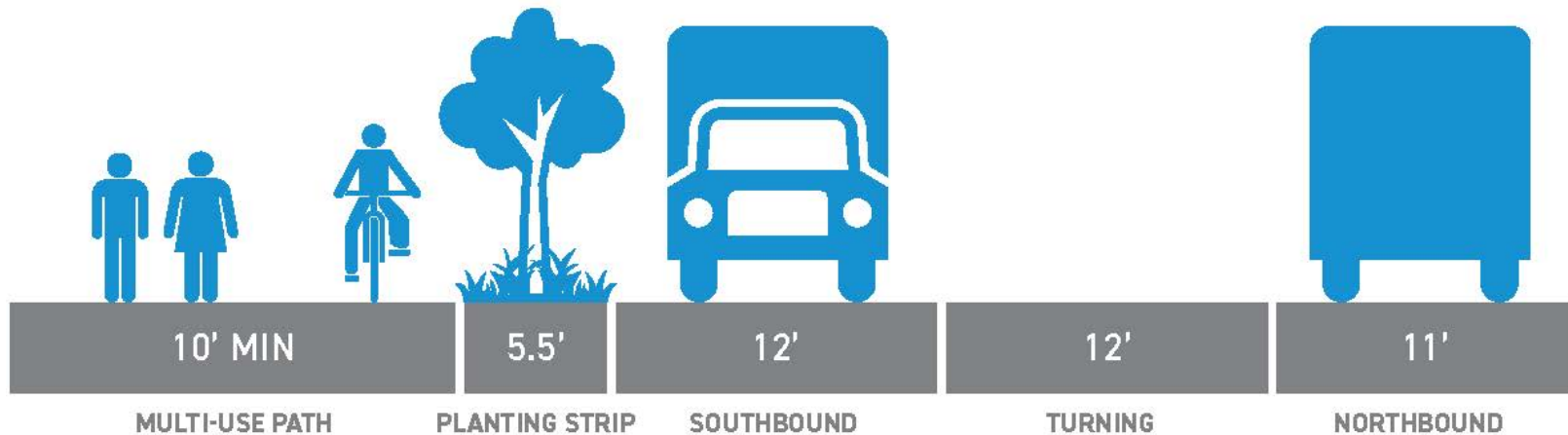
# S Atlantic St - S Hanford St

Option 2: 2-way protected bike lane (PBL) east side



# S Atlantic St - S Hanford St

## Option 3: Multi-use path west side



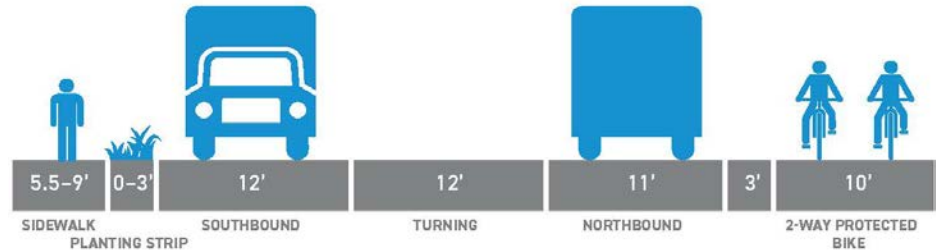
# S Atlantic St - S Hanford St

## Comparison

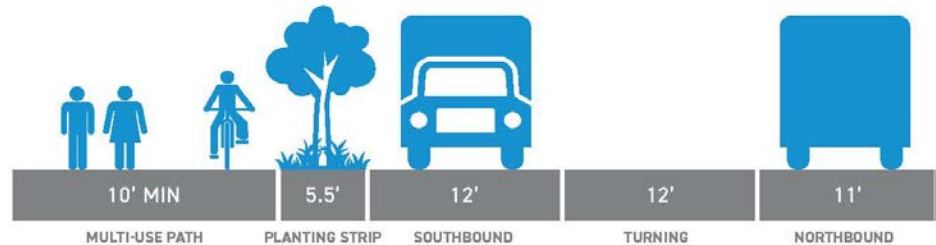
Option 1:  
Enhanced existing



Option 2:  
2-way PBL east side



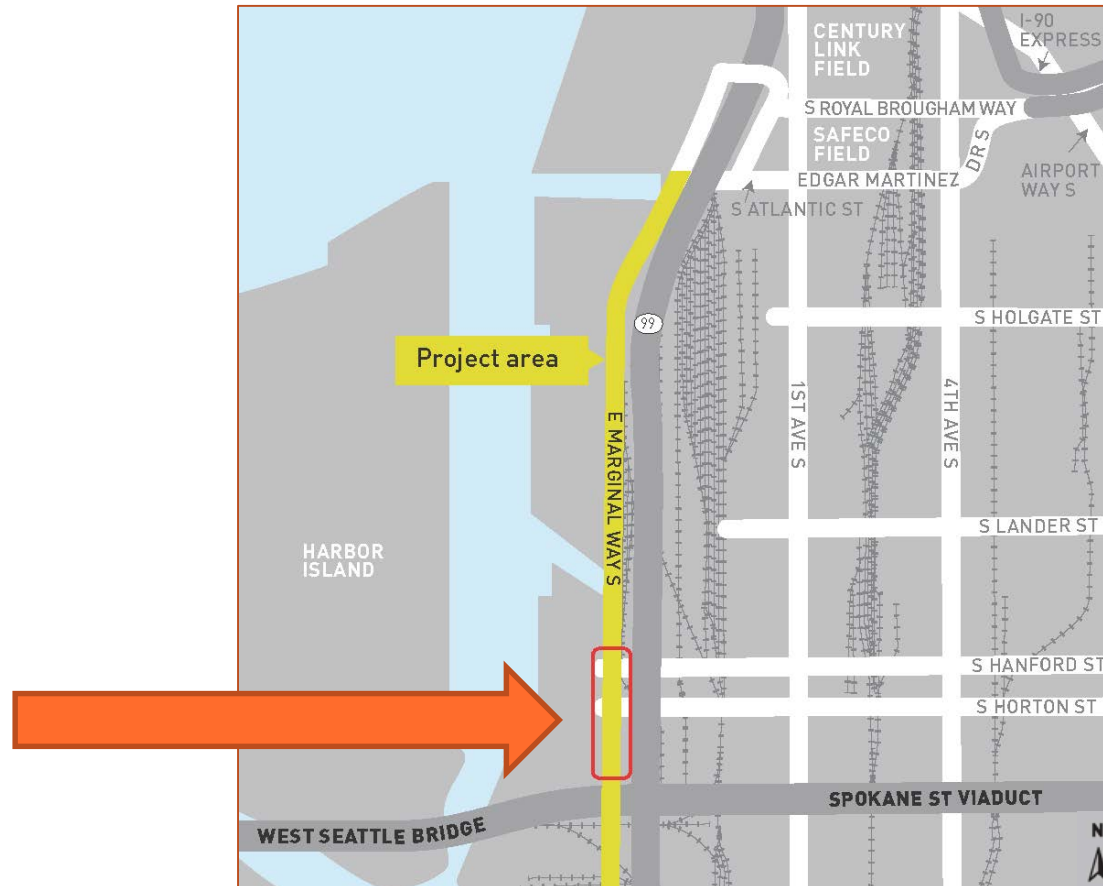
Option 3:  
Multi-use path west side



*Facing north*

# North Segment

S Hanford St – S Spokane St



# S Hanford St to S Spokane St

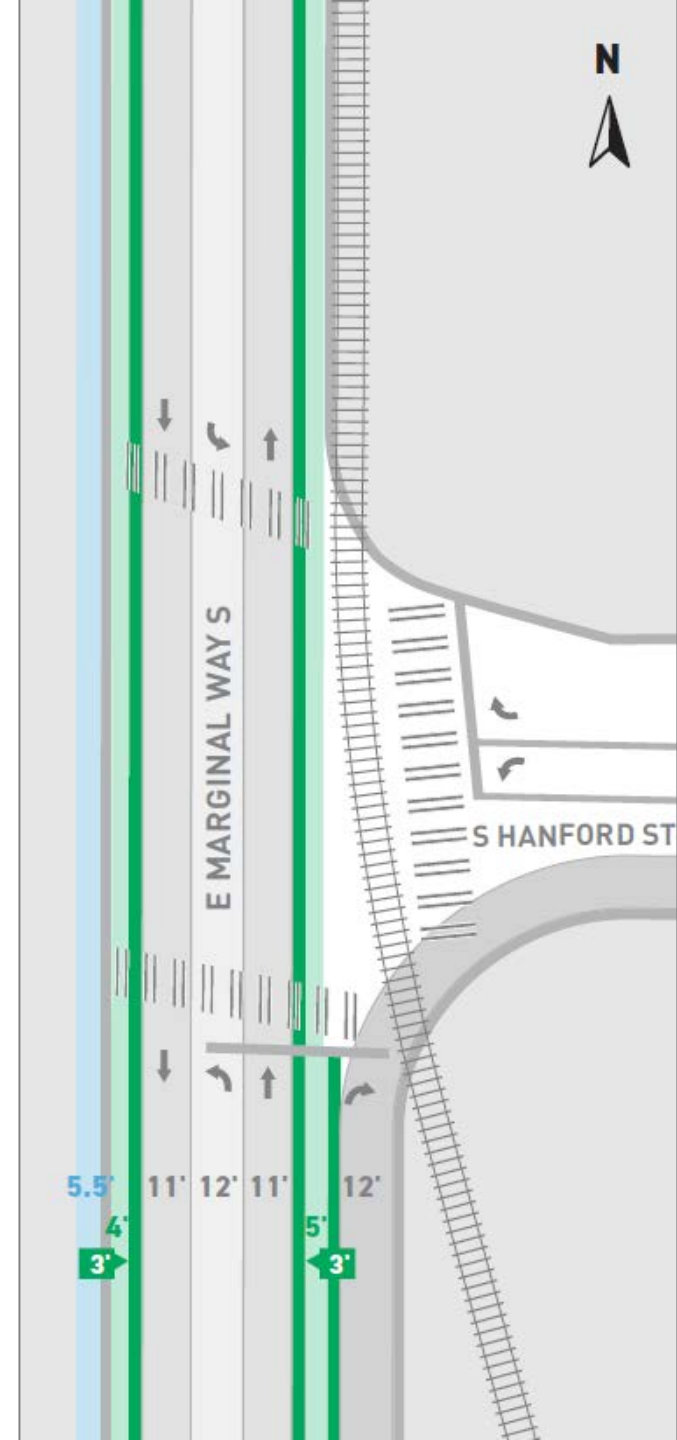
## Option 1: Enhanced Existing



# Option 1

## Enhanced Existing

- Better buffers
- NB bikes and NB right turners need to cross
- Doesn't address inbound crossing from West Seattle
- Can be combined option 2 north of Hanford



# S Hanford St to S Spokane St

## Option 2: 2-way PBL east side

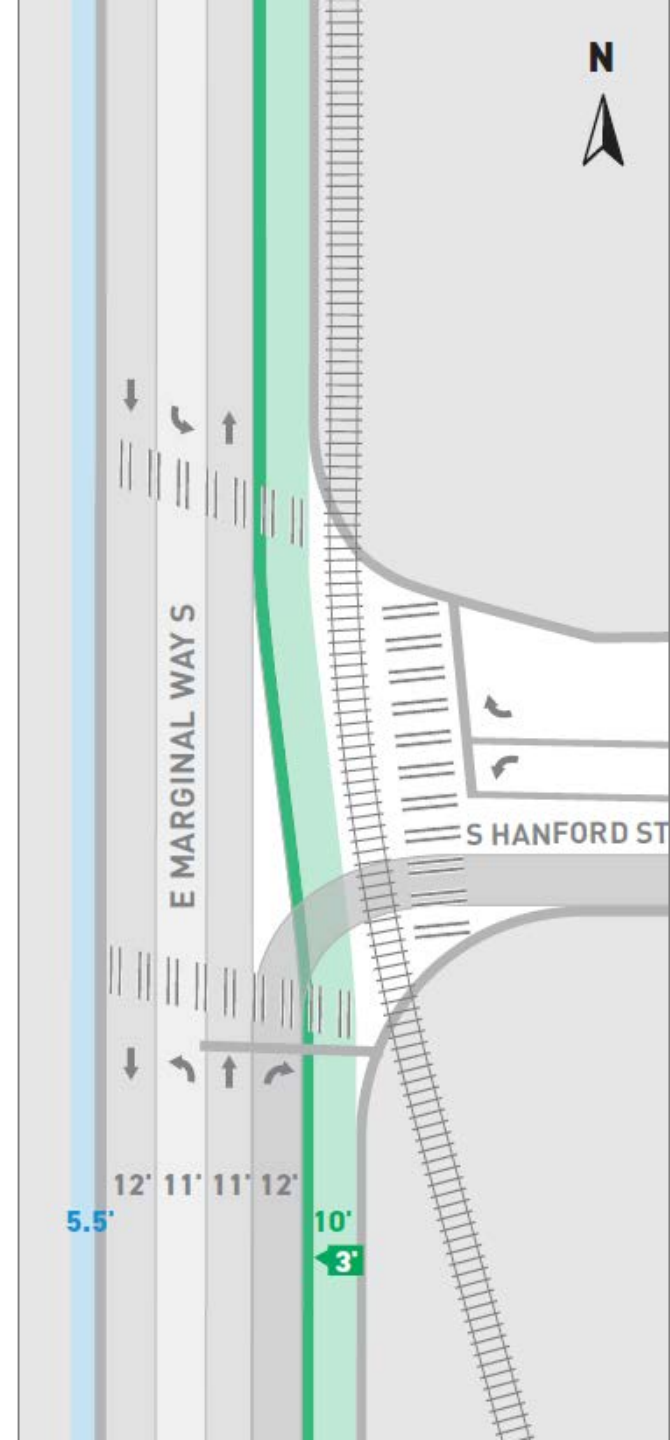




# Option 2

## 2-way PBL east side

- NB must travel under viaduct and cross RR tracks
- Better connectivity to trail at Atlantic
- No driveway crossings
- Doesn't address inbound crossing from West Seattle



# S Hanford St to S Spokane St

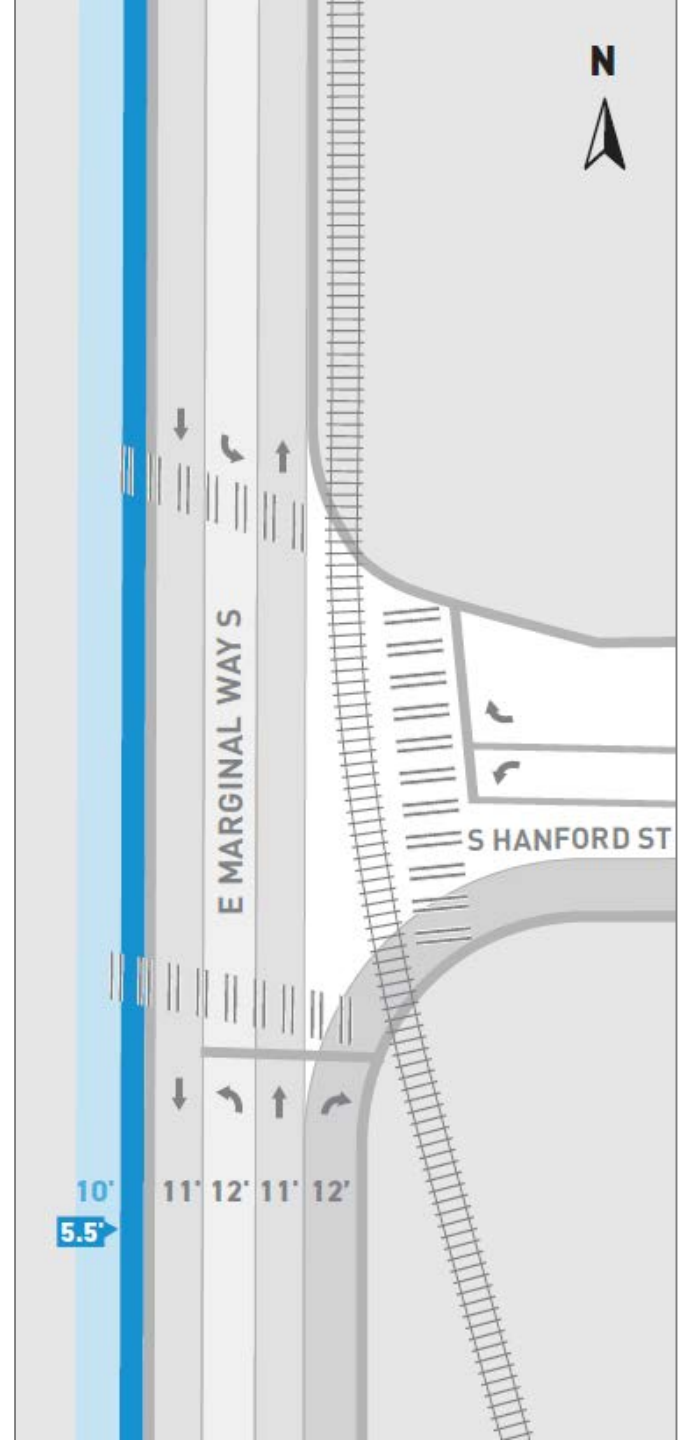
## Option 2: 2-way PBL east side



# Option 3

## Multi-use path west side

- Better connectivity to West Seattle
- Avoids truck crossings at Hanford
- Many driveways adjacent to the Port
- Can be used in combination with other options



# North Segment - Summary

## Enhanced existing

- Better buffers
- Doesn't address inbound crossing from West Seattle

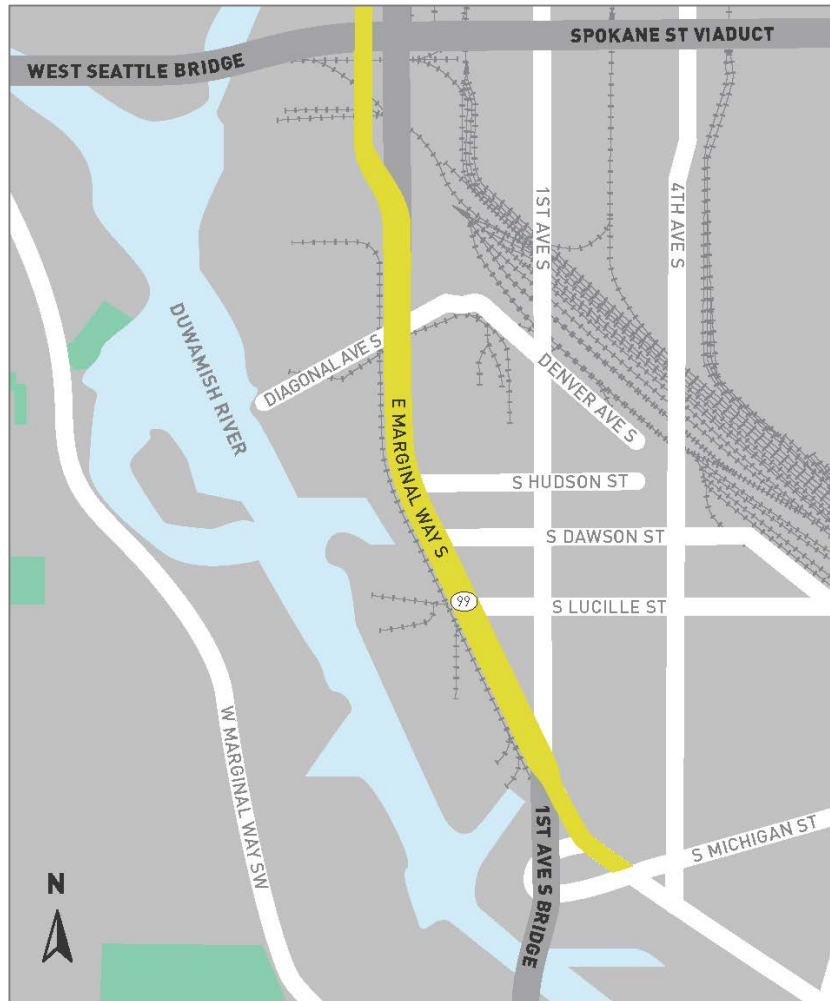
## 2-way PBL east side

- No driveway conflicts
- Signal operation at S Hanford St will be tricky
- Better connection at Atlantic
- Doesn't address inbound crossing from West Seattle

## Multi-use path west side

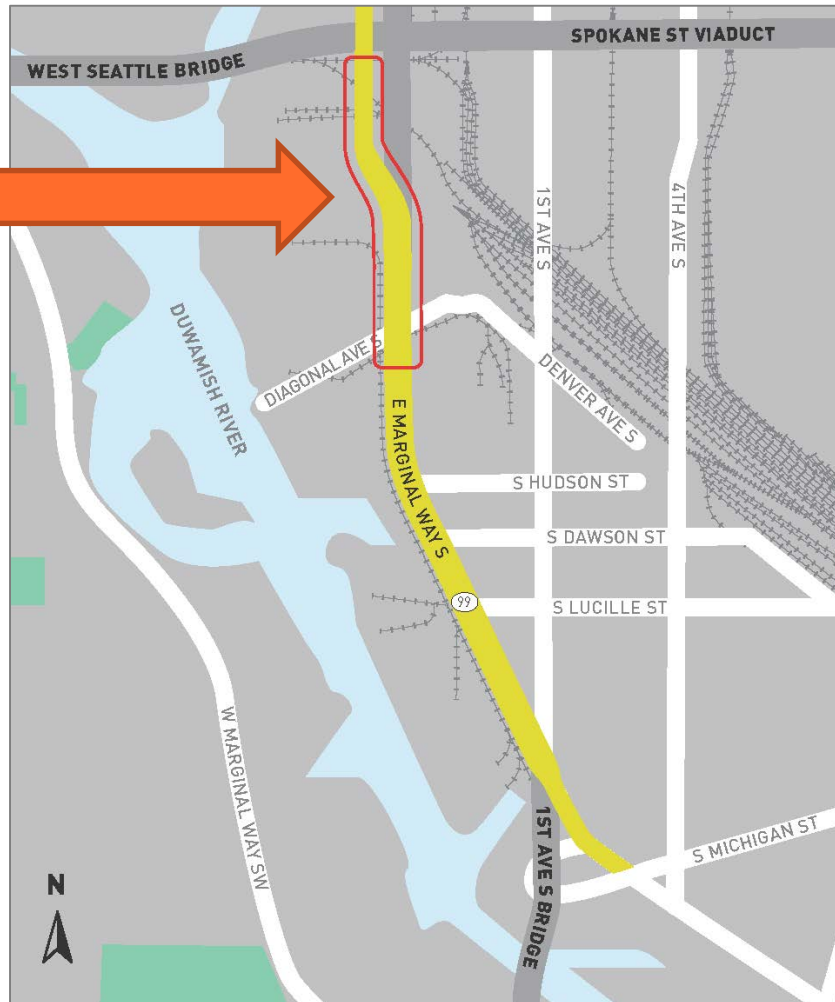
- Better connection from West Seattle
- Many driveway crossings at Port
- Can be combined with any option north of Hanford

# South Segment



# South Segment

## S Spokane St to Diagonal Ave S



- No existing facilities
- Little space outside vehicle lanes
- WSDOT regulated
- Goal is bike multi-use facility between Spokane St and Diagonal ( at min.)

# South Segment

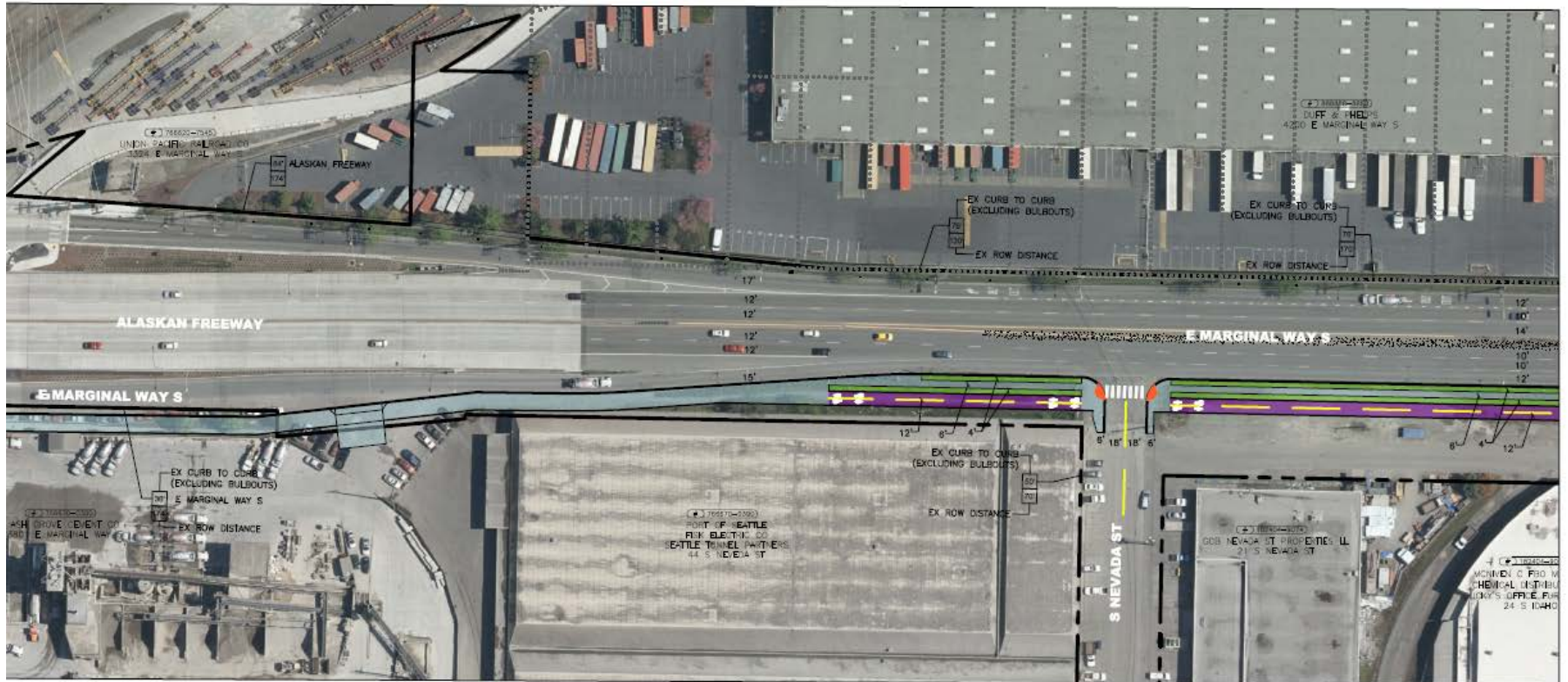
## S Spokane St – Duwamish Ave S



	NEW CURB/SIDEWALK		BUS STOP		EX CURB TO CURB (EXCLUDING BULBOUTS)
	BICYCLE LANE BUFFER		PAVEMENT REPLACEMENT		EX ROW DISTANCE
	ROAD LANE		PROPOSED SIDEWALK REPLACEMENT		
	EDGE WHITE LINE		ADA RAMP		
	CENTER LANE LINE		SHARED USE PATH/BICYCLE LANE		
	DOUBLE YELLOW CENTER LINE		LANDSCAPING		
	CENTER TURN LANE LINE				
	STOPLINE				
	EXISTING ROW				

# South Segment

## Duwamish Ave S – S Idaho St



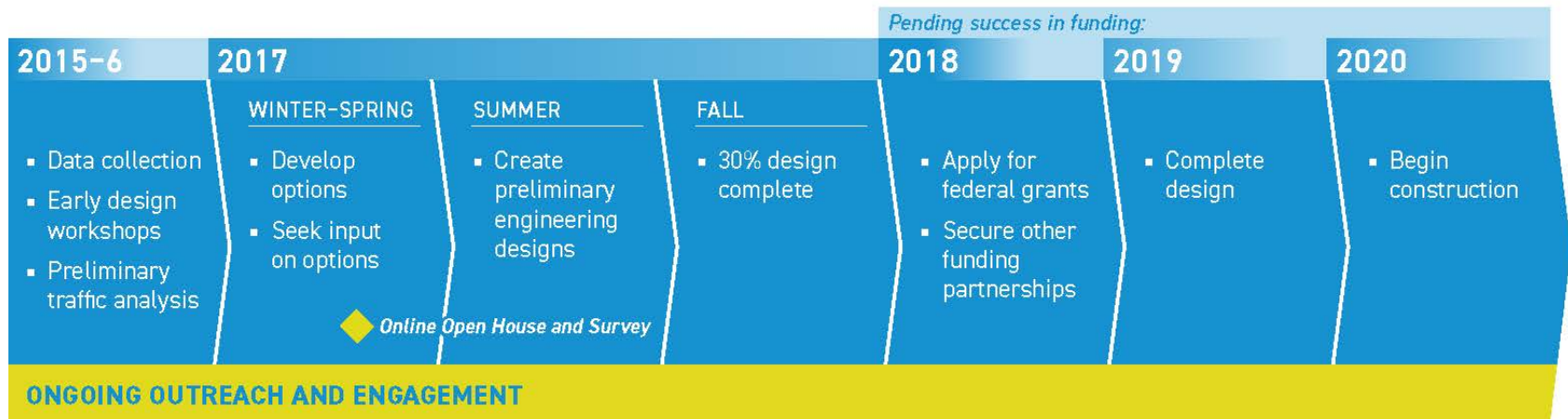
	NEW CURB/SIDWALK		BUS STOP	
	BICYCLE LANE BUFFER		PAVEMENT REPLACEMENT	
	ROAD LANE		PROPOSED SIDEWALK REPLACEMENT	
	EDGE WHITE LINE		ADA RAMP	
	CENTER LANE LINE		SHARED USE PATH/BICYCLE LANE	
	DOUBLE YELLOW CENTER LINE		LANDSCAPING	
	CENTER TURN LANE LINE			
	STOPLINE			
	EXISTING ROW			





# Next steps

- How to receive feedback?
  - Comments heard today
  - Online open-house
  - Emails to project team
  - Call us!



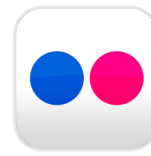
# Questions?

Jessica Murphy | (206) 684-0178

eastmarginal@seattle.gov | (206) 684-5189

[www.seattle.gov/transportation/eastmarginal.htm](http://www.seattle.gov/transportation/eastmarginal.htm)

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